SPEED TABLE

| TIME PER KILOMETER | TIME PER MILE | MILES PER HOUR |
|---|---|---|
| 1′03″ | 1′42″ | 35 |
| 1′05″ | 1′45″ | 34 |
| 1′08″ | 1′49″ | 33 |
| 1′10″ | 1′52″ | 32 |
| 1′12″ | 1′56″ | 31 |
| 1′15″ | 2′00″ | 30 |
| 1′17″ | 2′04″ | 29 |
| 1′20″ | 2′08″ | 28 |
| 1′23″ | 2′13″ | 27 |
| 1′26″ | 2′18″ | 26 |
| 1′29″ | 2′24″ | 25 |
| 1′33″ | 2′30″ | 24 |
| 1′37″ | 2′36″ | 23 |
| 1′41″ | 2′43″ | 22 |
| 1′46″ | 2′51″ | 21 |
| 1′52″ | 3′00″ | 20 |
| 1′57″ | 3′09″ | 19 |
| 2′04″ | 3′20″ | 18 |
| 2′11″ | 3′31″ | 17 |
| 2′20″ | 3′45″ | 16 |
| 2′29″ | 4′00″ | 15 |
| 3′06″ | 5′00″ | 12 |
| 3′44″ | 6′00″ | 10 |
| 4′40″ | 7′30″ | 8 |
| 6′13″ | 10′00″ | 6 |

# SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY

# TIJUANA AND TECATE RAILWAY COMPANY

# TIMETABLE

# 90

**EFFECTIVE JANUARY 1, 1969**
**AT 12:01 A.M.**
**PACIFIC STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY**

J. H. LONG
Vice President and General Manager

W. B. BARKER
Superintendent

TRAINMASTER
W. T. HARRAL

CHIEF TRAIN DISPATCHER
E. A. NIGHSWONGER

| Eastward Second Class 452 Freight Leave Daily | Mile Post or Kilometer Post | | STATIONS Siding Capacities and Facilities | | Station Number | Distance from El Centro | Westward Second Class 451 Freight Arrive Daily |
|---|---|---|---|---|---|---|---|
| AM 7.30 | 1.1 | R | SAN DIEGO QBKDYP | S.D.&A.E.Ry. | 48540 | 147.0 | PM 5.20 |
| | 4.8 | Yard Limits | Twelfth St. Natl. City P | | 48370 | 143.3 | |
| | 7.4 | | CHULA VISTA JCT. P | | 48350 | 140.7 | |
| 7.52 | 9.1 | | CHULA VISTA | | 48340 | 139.0 | 4.56 |
| 7.56 | 11.1 | | PALM CITY P | | 48320 | 137.0 | 4.51 |
| 8.05 | 15.5 | TO-R | SAN YSIDRO KP | | 48310 | 132.6 | 4.40 |
| 8.20 | K 0.1 | R | TIJUANA P | T.&T.Ry. | 48270 | 131.9 | 4.30 |
| 8.25 | K 4.1 | | AGUA CALIENTE | | 48260 | 129.6 | 4.25 |
| 9.05 | K 33.9 | | REDONDO P | | 48220 | 111.5 | 3.45 |
| 9.45 | K 59.9 | Yd.Lmts. R | TECATE P | | 48210 | 95.3 | 3.05 |
| 10.04 | 60.3 | | DIVISION P | S.D.&A.E.Ry. | 48190 | 87.8 | 2.43 |
| 10.20 | 65.8 | Yd.Lmts. TO | CAMPO P | | 48180 | 82.3 | 2.30 |
| 10.35 | 71.9 | 1435 | CLOVER FLAT P | | 48170 | 76.2 | 2.15 |
| 11.04 | 84.5 | 1967 | HIPASS P | | 48150 | 63.6 | 1.46 |
| 11.27 | 92.9 | | JACUMBA P | | 48140 | 55.2 | 1.23 |
| 11.29 | 94.0 | 1631 | TITUS P | | 48130 | 54.1 | 1.21 |
| | 96.0 | | DUBBERS | | 48125 | 52.1 | |
| AM 11.53 | 100.7 | | CARRISO GORGE P | | 48120 | 47.4 | 12.57 |
| PM 12.01 | 102.3 | | TUNNEL 15 SPUR P | | 48115 | 45.8 | 12.47 |
| 12.25 | 109.7 | 2563 | DOS CABEZAS P | | 48110 | 38.4 | 12.25 PM |
| 12.56 | 122.5 | 2022 | COYOTE WELLS P | | 48105 | 25.6 | 11.53 AM |
| 1.11 | 130.0 | Yd.Lmts. TO | PLASTER CITY P | | 48080 | 18.1 | 11.37 |
| 1.31 | 139.8 | Yd.Lmts. | SEELEY P | | 48060 | 8.3 | 11.17 |
| 1.42 | 145.1 | | WILSIE | | 48040 | 3.0 | 11.06 |
| 1.50 PM | 148.1 | Yd.Lmts. TO-R | EL CENTRO QBKDYP | | 48000 | 0.0 | 11.01 AM |
| Arrive Daily | | | (147.0) | | | | Leave Daily |
| 452 | | | | | | | 451 |

**RULE S-72.** Exception: No. 452 is superior to No. 451.

| Eastward Mile Post Location | CORONADO BRANCH STATIONS Siding Capacities and Facilities | | Station Number | Westward Distance from North Island |
|---|---|---|---|---|
| 4.8 | Yard Limits | TWELFTH ST., Natl. City P | 48370 | 16.5 |
| 5.7 | | 24th St. Natl. City | 48410 | 15.6 |
| 7.4 | | F STREET JCT. | 48420 | 13.9 |
| 9.9 | | SALT WORKS | 48440 | 11.4 |
| 18.3 | | TENT CITY | 48450 | 3.0 |
| 19.4 | | CORONADO | 48460 | 1.9 |
| 21.3 | | NORTH ISLAND | 48470 | 0.0 |
| | | (16.5) | | |

Note.—Navy tracks used beyond MP 21.3.

| Eastward Mile Post Location | LA MESA BRANCH STATIONS Siding Capacities and Facilities | | Station Number | Westward Distance from El Cajon |
|---|---|---|---|---|
| 1.1 | R | SAN DIEGO QBKDYP | 48540 | 15.7 |
| 10.3 | Yard Limits | LEMON GROVE | 48620 | 6.5 |
| 12.3 | | LA MESA | 48630 | 4.5 |
| 15.3 | | GROSSMONT | 48640 | 1.5 |
| 16.8 | | EL CAJON | 48650 | 0.0 |
| | | (15.7) | | |

## ADDITIONAL STATIONS

| Capacity and Direction of Entry into Spurs | Mile Post | Name | Station No. |
|---|---|---|---|
| .. W | 5 8 | Bahia Vista-Natl. City.(Spur) | 48360 |
| 2690 W | 10.1 | Otay.....(Spur) | 48330 |
| .. W | 13.0 | Baird-Roll.....(Spurs) | 48315 |
| 160 E | K 5.9 | Standard.....(Spur) | 48250 |
| 1144 E | K 13.6 | Garcia.....(Spur) | 48240 |
| 758 E | K 19.2 | Matanuca.....(Spur) | 48230 |
| 550 E | 137.1 | Edgar.....(Spur) | 48070 |
| | | Coronado Branch | |
| .. E | 8.2 | Rohr.....(Spur) | 48430 |
| | | La Mesa Branch | |
| .. E-W | 7.2 | Encanto.....(Spurs) | 48610 |

**RULE A.** Employes must know they have in their possession copy of Rules and Regulations of the Transportation Department effective January 1, 1969.

**RULES 10-G, 10-H and 10-I.** When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach. Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

**RULE 10-G.** First paragraph is revised to read:

"When an unattended red flag or red light is displayed to the right of main track in direction of approach, train, after stopping, must be preceded for a distance of one-half mile from point where flag or light is displayed, by a flagman who must carefully examine track and structures."

**RULE 10-H.** First sentence is revised to read:

"When a yellow flag is required it will be displayed to right of track in direction of approach one-half mile from structure or track over which speed of trains must be restricted."

**RULE 10-I.** First paragraph, last sentence, is revised to read:

"A yellow sign reading 'PROCEED PREPARED TO STOP' will be displayed one-half mile in advance of the red sign."

**RULE 10-J.** Second paragraph is revised to read:

"Certain speed signs have the word "SIGNAL" above the figures. Such signs in advance of signal indicate the speed that must not be exceeded while engine is passing signal one-fourth mile beyond the speed sign, unless signal can plainly be seen to be displaying green aspect."

**RULE 15:** First and second paragraphs are revised to read:

"Explosion of a torpedo is a signal to proceed with caution for one-half mile.

"When a torpedo is exploded in the vicinity of a yellow flag displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red flag or red light displayed one-half mile beyond the torpedo and yellow flag."

**RULE 30.** Engine bell must be rung continuously between the following points:

San Diego and east end of Tunnel 2; Tecate and Campo; MP 96 and MP 106; and on branches.

**RULE S-72.** Westward regular trains are superior to trains of the same class in the opposite direction, except as noted on page 2.

**RULE 82-A.** Regular trains will operate on the T&TRy by timetable authority and no train orders will be issued effecting the movement of such trains on the T&TRy.

Crew operating as No. 452 will assume schedule and leave San Diego without clearance.

**RULE 83-B.** All trains may register by ticket at San Ysidro, Tijuana and Tecate.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

| West MP | | East MP |
|---|---|---|
| | San Diego | K5.1 (18.7) |
| | " (Coronado Branch) | End of Branch |
| | " (La Mesa Branch) | End of Branch |
| K58.9 | Tecate | K62.2 |
| 64.58 | Campo | 66.94 |
| 128.50 | Plaster City | 131.90 |
| 138.50 | Seeley | 141.90 |
| 147.20 | El Centro | End of SD&AE Track |

**RULE 98.** RAILROAD CROSSINGS NOT INTERLOCKED: At following grade crossings trains will stop not less than 50 feet nor farther than 500 feet from crossing and will proceed only on signal from flagman:

Crossing at Chula Vista. Exception—San Diego–El Centro line trains will expect to find the main track blocked and will pass over the crossing not to exceed 15 MPH.

Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

**RULE 99-C.** Will apply between Campo and El Centro.

**RULE 103-A.**

**San Diego:** At Fifth and Eighth Avenues, do not enter intersection until crossing signals have been operating twenty (20) seconds unless protected by a flagman. Do not kick or drop cars over crossing.

On L Street, maximum speed permitted over street crossings is 5 MPH. Engines and cars must be brought to stop before crossing 12th Avenue and movement across street protected by a flagman.

On Richfield Spur across Harbor Drive, movements must be protected by a flagman.

**Otay:** Movements on spur track across Main Street must be brought to a stop and be protected by a flagman.

## CORONADO BRANCH

**National City:** Do not enter 13th Street crossing in excess of 5 MPH.

**Coronado:** Boulevard Stop signs at Fourth St., Pomona Ave. and Orange Ave. do not apply to trains.

## LA MESA BRANCH

**Lemon Grove:** At Broadway, approach crossing prepared to stop but not to exceed five (5) MPH.

**La Mesa:** At La Mesa Blvd., Allison and University Aves.

**El Cajon:** At Main Street; traffic signals are pre-empted by train movements. Before entering crossing, wait not to exceed twenty (20) seconds for display of white light on signal case or mast, which will indicate traffic stopped on those streets. Do NOT leave cars between insulated joints.

**El Cajon:** At Fletcher Parkway, traffic signals are pre-empted by train movements and will show flashing red signal on Marshall Avenue indicating traffic stopped on Fletcher Parkway.

**RULE 104.** The normal position of junction switches at Twelfth St., National City and Chula Vista Jct. is for the San Diego-El Centro main track.

**RULE 105.** Capacity of sidings column indicates length of train in feet that can be accommodated between fouling points.

**RULE 221.** Trains must obtain clearance before leaving:

San Ysidro ..... Eastward trains

Tijuana, Tecate and Campo are designated as permissive block stations.

Permissive block station cards may be issued at Tijuana, Tecate or Campo by the agent or telegrapher which will authorize movement of extra trains between these stations.

The agent or telegrapher at Tijuana, Tecate or Campo must not issue a permissive block station card to an extra train after having received and acknowledged a previously issued permissive block station card by telegraph or telephone unless the extra train so authorized has arrived at his station.

When necessary to issue a permissive block station card, it must be filled out correctly, showing thereon the station, date, train addressed, station between where such movement is authorized, time issued, and then signed by the agent or telegrapher. Before delivery is made to the conductor or engineer of the train, the agent or telegrapher must transmit the contents of the permissive block station card to the terminating station which is the next permissive block station by telegraph or telephone. Agent or telegrapher at that station must acknowledge and then arrange to stop and hold all opposing trains at that station until the extra train so authorized has arrived and the conductor and engineer of the train have delivered their copies of the permissive block station card to him.

Example: If No. 451 has left Campo, permissive block station card must not be issued at Tecate until No. 451 has arrived at Tecate. If No. 452 has left Tijuana, permissive block station card must not be issued at Tecate until No. 452 has arrived at Tecate.

Conductor and engineer of an extra train authorized by a permissive block station card between Tijuana and Tecate, or Tecate and Campo must deliver all copies of the card received at the initial station of the block to the agent or telegrapher at the terminating station of the block.

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

When Signals 1022 and 1023 are in stop position, train shall stop and then proceed immediately with caution to Bridge 102.29 and await arrival of maintenance man who will inspect bridge and authorize train to proceed if safe to do so. Upon arrival at Bridge 102.29, immediately call Dispatcher or any open station and report signals in stop position.

**RULE 827.** On freight and mixed trains between KP 14 and KP 19 and between Redondo and Coyote Wells, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is indication of overheating. Stop need not be made if in the judgment of engineer it is safe to proceed.

**RULE 872.** Enginemen when taking charge of engines at San Diego or El Centro will consider engines as having been amply supplied with fuel, sand, water, tools, supplies and flagging equipment in serviceable condition.

**RULE 883.** Light engines must not be left unattended between Redondo and Coyote Wells, unless protected by derail or inside switch.

**AIR BRAKE RULES**

**RULE 2.** Enginemen when taking charge of engine at San Diego or El Centro will consider that condensation has been drained from reservoirs, and from moisture and dirt collectors; sanders are operating properly, and engine wheels have been properly inspected for flat spots.

**RULE 2-A.** On departure from locomotive maintenance facility, engineer must determine by making running air brake test that the independent and automatic brakes are operating effectively.

**RULE 2-B.** Dynamic brake on head end of freight and mixed trains must not exceed three 8-axle units, four 6-axle units, six 4-axle units, or any combination thereof which totals 24 axles, except dynamic brake on EF 415A&B and EP 415A&B classes is limited to five units.

Dynamic brake must not be used when operating in multiple with engines other than SP or SSW units unless equipped with dynamic brake interlock.

**RULE 3.** A full independent brake application on road locomotive classes EP 636, GF 628, GF 630, GF 633, EF 623, EF 630, EF 636, EF 850B results in a brake cylinder pressure of 72 psi. This brake cylinder pressure must be maintained to provide braking power at very low speeds or when stopped. Under no circumstances must self lapping portions of independent brake valve be changed except to obtain brake cylinder pressure of 72 psi from a full independent brake application.

**RULE 11.** Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br.Cyl.Rel." or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with a brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

**RULE 17.** If at any time in engineer's judgment use of retaining valves is required, stop will be made and retaining valves turned up in accordance with his request.

Retaining valves must be used on freight and mixed trains on descending grades

Hipass to Jacumba
MP 106.71 to Coyote Wells

as follows:

**Without dynamic brake in operation:**

One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

**With dynamic brake in operation:**

| | Permissible Tons Per Unit Without Retaining Valves* | | | | |
|---|---|---|---|---|---|
| | Basic Dynamic Brake | | Extended Range Dynamic Brake | | |
| | 4-Axle | 6-Axle | 4-Axle | 6-Axle | 8-Axle |
| With dynamic brake in operation but **Without** pressure maintaining system of braking | 600 | 900 | 725 | 1075 | 1450 |
| With dynamic brake in operation and **With** pressure maintaining system of braking | 1500 | 2250 | 1800 | 2700 | 3600 |

If permissible tonnage is exceeded, one retaining valve must be used for each 150 tons in excess thereof.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units must use tonnage authorized for units having basic dynamic brake.

Locomotive classes AF 628, AF 630, EF 425, EF 623, EF 625, EF 630, EF 636, GF 425 (except units 6700–6727), GF 628, GF 630, GF 633, EF 850B and GF 850 are equipped with extended range dynamic brake.

**RULE 23.** The following series of cars are equipped with ABEL Brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

| | |
|---|---|
| SSW 75700–75799 | Gondolas |
| SSW 78500–78599 | Hoppers (Open Top) |
| SP 333500–334399 | Gondolas |
| SP 337500–337599 | Gondolas |
| SP 345000–345669 | Gondolas |
| SP 354000–354399 | Gondolas |
| SP 463500–463999 | Hoppers (Open Top) |
| SP 467500–467549 | Hoppers (Open Top) |
| SP 480000–480193 | Hoppers (Open Top) |
| SP 491000–491059 | Hoppers (Covered) |
| SP 492000–492039 | Hoppers (Covered) |
| SP 500604 | Flat Car |
| SP 590000–590099 | Flat Cars |

**RULE 24-F.** Air must be cut in on all cars west of engine when handling cars on Commercial Street east of 16th Street, San Diego.

**RULE 25.** Will apply to westward trains at Hipass and to eastward trains at MP 83.5 and Culvert 106.71, except trains with dynamic brakes in operation and not required to stop for other reasons will make a running test at these locations as follows:

Engineer will make reduction of approximately 7 pounds, wait for slack to adjust itself, then add 3 pounds before releasing. Trainmen will note reduction on caboose gage and, following buildup in pressure when brakes are released, give proceed signal.

**Tecate:** Trains will make running test one-half mile after leaving station.

**RULE 33.** Hipass to Jacumba, and MP 106.71 to Coyote Wells:

Maximum tonnage per operative brake.....80 tons

EXCEPT with dynamic brake and pressure maintaining system of braking in operation with not more than 15 cars for each four axles of dynamic brake; with speed not exceeding 15 MPH and with all retaining valves on loaded cars in high pressure position.....100 tons

Should dynamic brake failure occur while handling in excess of 80 tons per operative brake, train may proceed at speed not exceeding 15 MPH if in judgement of conductor and engineer it is safe to do so, and provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are as follows:

| EASTWARD | | | WESTWARD | | |
|---|---|---|---|---|---|
| (Sta.) MP | to (Sta.) MP | Maximum Speed | (Sta.) MP | to (Sta.) MP | Maximum Speed |
| 84.5 | 122.5 | 20 | 84.5 | K-33.9 | 25 |

## MISCELLANEOUS

**11.** Load limit (car and contents).....263,000 pounds

EXCEPT

Between El Centro and Seeley.....**281,000 pounds

**Gross weight of 281,000 pounds applies to uniformly loaded four-axle cars with minimum axle spacing of 5 ft 10 in. and minimum distance 37 ft. 0 in. between truck centers; also with wheels more than 33 in. in diameter.

Coronado Branch, 24th St. to MP 7, and

Salt Works to North Island.....199,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

**28.** Engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

ENGINE units of more than four axles will not be permitted to operate unless authorized by Superintendent.

**29.** Employes of the SD&AERy., while performing service on tracks of the SPCo. at El Centro, are under jurisdiction of the SPCo. officers and will be governed by Rules and Regulations of the Transportation Department, timetable and bulletins of the SPCo.

**SPEED RESTRICTIONS FOR ENGINES:** Maximum speed shown below is subject to further restriction applicable to certain territories as shown in Speed Restrictions for Trains:

Nominal classifications are descriptive of the engines as follows:

1st letter.....Builder: A Alco: B BLH: E EMD: F Fairbanks-Morse: G GE: K Krauss-Maffia

2nd letter.....Type of service: F Freight: P Passenger: S Switcher

1st number.....Number of axles

2nd and 3rd numbers..Horsepower (100)

Last letter.....Style of unit: A Car body type with control cab. B No control cab. No letter indicated road switcher type

**MAXIMUM SPEED FOR ENGINES LENGTH OF DIESEL UNITS (Between Pulling Face of Couplers)**

| Classification | Maximum Speed Except# | Length (feet) |
|---|---|---|
| ES406 | 45 | 45 |
| AS407 | 60 | 45 |
| ES408 | 65 | 45 |
| ES408B | 65 | 45 |
| ES409 | 65 | 45 |
| AS409 | 60 | 46 |
| AS410 | 60 | 46 |
| BS410 | 60 | 49 |
| ES410 | 60 | 45 |
| BS412 | 60 | 46 |
| ES412 | 60 | 45 |
| FS412 | 60 | 50 |
| EF415A | 70 | 51 |
| EF415B | 70 | 50 |
| EF418 | 70 | 57 |
| EP418 | 79 | 57 |
| AF420 | 75 | 58 |
| EF420 | 75 | 57 |
| EF423 | 75 | 57 |
| Any locomotive not listed | 35 | |

#When operated in multiple unit control, on head end of train or running light and engineer is in other than the leading control cab in direction of movement, speed must not exceed 30 MPH. "A" type units (indicated by letter "A" following classification numerals) operating in reverse as lead unit in direction of movement must not exceed 30 MPH.

Diesel engines weighing 100,000 pounds or more moving dead in train will be placed first behind engine handling train; diesel engines weighing less than 100,000 pounds must be placed near rear of train.

| Maximum Speed Permitted with Certain Equipment | MPH Main Tracks Other Than Branches | MPH Main Tracks on Branches |
|---|---|---|
| Double of triple loads | .. | 25 |
| Scale test cars | 40 | 30 |
| Steel pile-drivers | 40* | 30* |
| K&J, pedestal or center-hinged air-dump cars (except SPMW 5100 to 5289 loaded or empty) | 35* | 25* |
| Locomotive cranes: | | |
| With boom disconnected, heavy end forward | 35* | 25* |
| With boom disconnected, light end forward | 20* | 15 |
| With boom in place, either end forward | 25* | 15 |

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

Dead or disabled engines listed in timetable which requires movement at reduced speed must not be handled in train until train-order designating maximum speed is issued.

Engines handled dead must not exceed speed shown in table.

## INTERNATIONAL BOUNDARY

Trains approaching gate at International Boundary, San Ysidro, will sound one long blast of whistle to inform Government Officials of their presence. If prompt response is not gained after whistle blast, an employe will go at once to Government Headquarters and request service.

Trains will stop before crossing International Boundary line at San Ysidro. Trains in both directions when not accompanied by Customs Immigration Rider will stop at Campo. Trains in both directions will stop at Tecate. Trains must not cross International Boundary line without first notifying Customs and Immigration Officers and obtaining necessary permission from them.

Westward trains coming into Tijuana, when not accompanied by rider, will proceed without stopping to Boundary line for inspection by Officers of the Mexican Government, after which cars for Tijuana may be set out and necessary switching performed. Mixed trains will also stop passenger equipment at depot when passengers are handled.

To permit Immigration and Customs inspection of trains while entering the United States, eastward trains departing Campo, and westward trains departing San Ysidro, must not exceed 5 MPH until rear of train passes station and proceed signal is given from caboose. Conductor will watch for signal from station force in case necessary to bring train to a stop.

## 30. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

| | |
|---|---|
| San Diego: | Citrus Soap Co. spur: Pipes on outside of building. |
| " | Fire hydrant on Fourth Ave., at K St. |
| " | Fire hydrant, power poles and street lights along east curb line of Fifth Ave. |
| Tecate: | Pipe and counter weights on Malt Plant track. |
| " | Pilaster at NW corner of Malt building on Brewery spur will not clear man on side of car, and pipes over track 30 ft. from east end will not clear man on top of car. Overhead wires will not clear man on top of car. |
| " | Brewery spur: Overhead pipes on east 30 ft., and wooden platform on east 100 ft. |
| Plaster City: | Account reduced side clearance, Track 1, employes are forbidden to ride on side of cars while moving on this track. |
| | Scale track must not be used between east switch and derail or sign west of scale. Switch and derail secured with U.S.G.Co. lock. |
| | Do not enter U.S.G.Co. Track 4 when gypsum chute is in loading position. |

## INSTRUCTIONS IN CASE OF FIRE

1. FIRE FIGHTING EQUIPMENT:

(a) Five gallon fire extinguishers are located at following points:

| | |
|---|---|
| East end Tunnel 4 | West end Tunnel 14 |
| West end Tunnel 5 | West end Tunnel 15 |
| West end Bridge 97.68 | West end Tunnel 16 |
| East end Tunnel 6 | East end Tunnel 17 |
| Both ends Tunnel 8 | West end Tunnel 18 |
| West end Tunnel 9 | West end Bridge 104.01 |
| West end Tunnel 10 | West end Bridge 104.37 |
| West end Tunnel 11 | West end Tunnel 19 |
| West end Tunnel 12 | West end Tunnel 20 |
| East end Tunnel 13 | West end Tunnel 21 |

**Note:**—Fire extinguishers at tunnels are located just inside tunnel portals.

(b) Tank Car MW-1001:

Tank Car MW-1001 with 10,000 gallons of water is kept first out at Tunnel 15 spur. A pump is mounted on deck over top of tank which can be operated by air from train line; 300 feet of fire hose on a reel; and a tool box containing fire-fighting tools and fittings. Car is equipped with headlights on each end, and extension cord is kept in tool box. Cord may be plugged into outlets on engine or into any light socket by replacing bulb with screw socket. Air line to pump is fitted with hose connection at each end of car, so that pump can be operated from either end of engine or train. A length of hose and fittings are kept in tool box to make connections. When pump is being run from train line, automatic brake valve on engine should be held in Full Release position, and engine speed increased to increase volume of air.

2. INSTRUCTIONS:

(a) Trains discovering a fire should immediately call operator so equipment can be dispatched to fire. If engine is equipped with fire fighting facilities, every effort should be made to extinguish the fire with the equipment on the engine. If it is evident that fire cannot be put out with equipment at hand and it is possible to reach tank car at Tunnel 15 spur, get that car and return to the fire. Tank car should be picked up so that it will be headed into the fire ahead of engine or train. Stake and pinch bar are included with tools on deck of tank car. Tunnels and bridges in some places are located so close together that a fire may spread to another structure. While it might not be possible to extinguish the fire in one structure, equipment should stand by to prevent fire from spreading.

Employes will use their best judgment in meeting an emergency and act in the safest and quickest way to meet the conditions.

(b) Tank Car MW-1001 must always be left, filled and first out at Tunnel 15 spur.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by time-table bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

| TERRITORY | FREIGHT AND MIXED AND LIGHT ENGINES |
|---|---|
| MP MP | |
| EASTWARD, SAN DIEGO TO EL CENTRO: | |
| 1.10 to 3.00 | 10 |
| 3.00 to 5.00 | 20 |
| 5.00 to 7.35 | 30 |
| 7.35 to 7.36 | 15 |
| 7.36 to 14.00 | 30 |
| 14.00 to 14.42 | 20 |
| 14.42 to 15.57 (KP 0.00) | 30 |
| KP KP | |
| 0.00 to 4.45 | 30 |
| 4.45 to 4.49 | 10 |
| 4.49 to 16.00 | 30 |
| 16.00 to 17.97 | 20 |
| 17.97 to 33.90 | 35 |
| 33.90 to 40.69 | 30 |
| 40.69 to 41.70 | 20 |
| 41.70 to 66.59 | 30 |
| 66.59 to 67.64 | 25 |
| 67.64 to 71.41 (MP 59.94) | 30 |
| MP MP | |
| 59.94 to 60.36 | 30 |
| 60.36 to 61.28 | 25 |
| 61.28 to 63.44 | 30 |
| 63.44 to 65.58 | 25 |
| 65.58 to 70.41 | 30 |
| 70.41 to 70.75 | 25 |
| 70.75 to 73.75 | 30 |
| 73.75 to 73.95 | 25 |
| 73.95 to 76.09 | 30 |
| 76.09 to 76.77 | 25 |
| 76.77 to 81.79 | 30 |
| 81.79 to 82.07 | 25 |
| 82.07 to 84.50 | 30 |
| 84.50 to 92.90 | 25 |
| 92.90 to 96.61 | 30 |
| 96.61 to 98.67 | 20 |
| 98.67 to 99.10 | 10 |
| 99.10 to 106.56 | 20 |
| 106.56 to 122.50 | 25 |
| 122.50 to 147.53 (wye switch) | 30 |
| 147.53 to 147.84 (junction switch) | 10 |
| EASTWARD, TWELFTH ST. NATIONAL CITY TO NORTH ISLAND, except | 12 |
| 4.77 to 6.02 | 10 |
| EASTWARD, SAN DIEGO TO EL CAJON: | |
| 1.10 to 3.60 (Francis St.), except | 10 |
| over 13th, 14th, 28th & 32nd Sts. | 5 |
| 3.60 to 10.20 (Broadway) | 25 |
| 10.20 to 13.00 | 10 |
| 13.00 to 16.80 | 20 |

| TERRITORY | FREIGHT AND MIXED AND LIGHT ENGINES |
|---|---|
| MP MP | |
| WESTWARD, EL CENTRO TO SAN DIEGO: | |
| 147.84 to 147.53 (wye switch) | 10 |
| 147.53 to 122.50 | 30 |
| 122.50 to 106.56 | 25 |
| 106.56 to 99.10 | 20 |
| 99.10 to 98.67 | 10 |
| 98.67 to 96.61 | 20 |
| 96.61 to 92.90 | 30 |
| 92.90 to 84.50 | 25 |
| 84.50 to 82.07 | 30 |
| 82.07 to 81.79 | 25 |
| 81.79 to 76.77 | 30 |
| 76.77 to 76.09 | 25 |
| 76.09 to 73.95 | 30 |
| 73.95 to 73.75 | 25 |
| 73.75 to 70.75 | 30 |
| 70.75 to 70.41 | 25 |
| 70.41 to 65.58 | 30 |
| 65.58 to 63.44 | 25 |
| 63.44 to 61.28 | 30 |
| 61.28 to 60.36 | 25 |
| 60.36 to 59.94 (KP 71.41) | 30 |
| KP KP | |
| 71.41 to 67.64 | 30 |
| 67.64 to 66.59 | 25 |
| 66.59 to 41.70 | 30 |
| 41.70 to 40.69 | 20 |
| 40.69 to 33.90 | 30 |
| 33.90 to 17.97 | 35 |
| 17.97 to 16.00 | 20 |
| 16.00 to 4.49 | 30 |
| 4.49 to 4.45 | 10 |
| 4.45 to 0.00 (MP 15.57) | 30 |
| MP MP | |
| 15.57 to 14.42 | 30 |
| 14.42 to 14.00 | 20 |
| 14.00 to 7.36 | 30 |
| 7.36 to 7.35 | 15 |
| 7.35 to 5.00 | 30 |
| 5.00 to 3.00 | 20 |
| 3.00 to 1.10 | 10 |
| WESTWARD, NORTH ISLAND TO TWELFTH ST. NATIONAL CITY, except | 12 |
| 6.02 to 4.77 | 10 |
| WESTWARD, EL CAJON TO SAN DIEGO: | |
| 16.80 to 13.00 | 20 |
| 13.00 to 10.20 (Broadway) | 10 |
| 10.20 to 3.60 (Franics St.) | 20 |
| 3.69 to 1.10 except | 10 |
| over 32nd, 30th, 28th, 14th & 13th Sts. | 5 |

| SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK | With Caution Not Exceeding MPH |
|---|---|
| Through sidings, yard and other tracks, crossovers and turnouts, except | 10 |
| LA MESA BRANCH: El Cajon Drill Track east of Main Street | 6 |